

Port of Virginia Transportation Issues

August 9, 2006
Pierce R. Homer
Secretary of Transportation

Major Transportation Issues

- Port Expansion

- APM/Maersk Terminal
- Craney Island Terminal

- Median Rail / Heartland Corridor

- Route 460

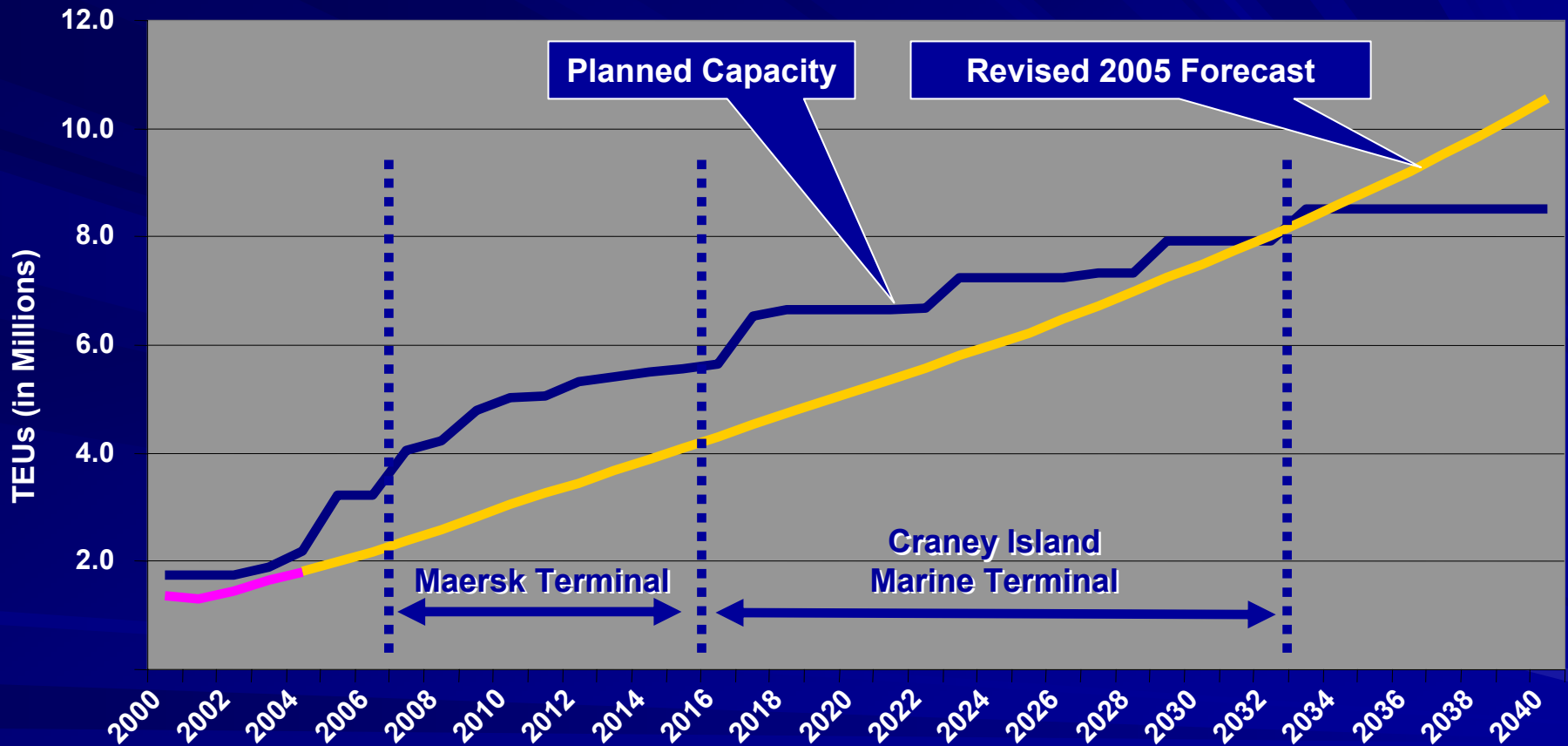
- Hampton Roads Third Crossing

Link to Global Economy

- The Port is one of Virginia's critical economic engines:
 - 164,000 jobs
 - \$583.5 million in wages and salaries
 - \$762.5 million in business revenue
 - \$60.6 million in state and local taxes
- By 2030, new distribution centers will have tremendous impact in Hampton Roads alone:
 - 26,000 new jobs
 - \$788 million in wages and salaries

[illegible]

Projected Cargo Demand & Planned Capacity



Maersk Terminal Under Construction



- \$450 million investment
- Open 2007 (Stage 1)
- Complete 2009
- 2.1 million TEUs per year
- \$6.4 billion / 100,000 jobs to regional economy in 15 years

Proposed Craney Island Marine Terminal



- \$1.76 billion investment
- Open 2017 (stage 1)
- Complete 2032
- 2.5 million TEUs per year
- \$5.2 billion and 54,000 jobs to regional economy

Intermodal Gateway

- The 2.045 Million TEUs exported/imported from the Port of Virginia in 2006 were transported to inland markets using:

- Barges (10%)
- Rail (24%)
- Trucks (66%)

Source of Distribution of Traffic= Profiles



Median Rail Relocation Project

- Relocate Rail Lines Through Portsmouth and Chesapeake to Route 164/I-664 Median
- Eliminate 14 At-Grade Rail Crossings
- Allow Trains to Travel at Faster Speeds
- Support Dual Access Operations at:
 - Maersk Terminal Under Construction
 - Craney Island Marine Terminal (2017)
- \$60 million preliminary project cost estimate – \$16 million available
- With sufficient funding, complete by end of 2009

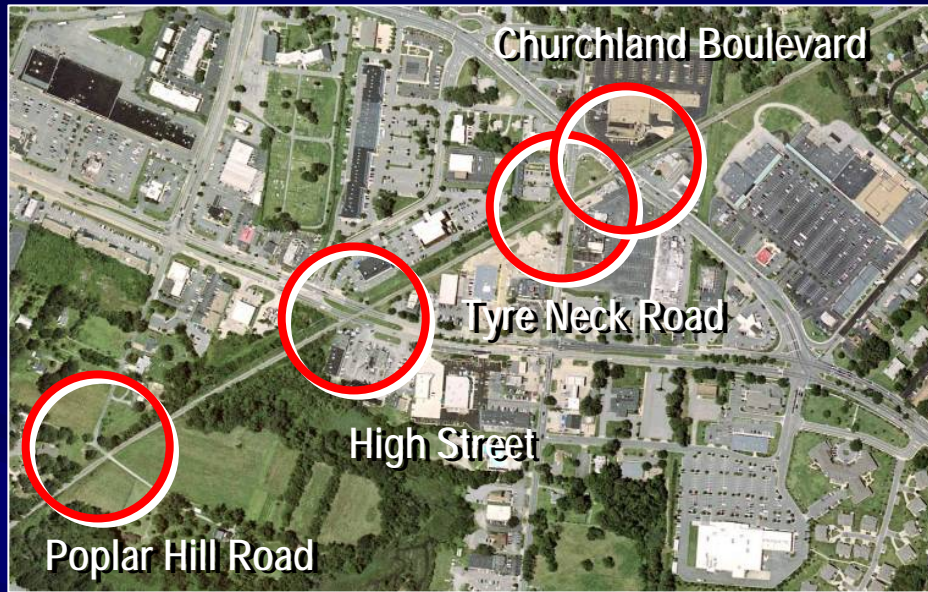
Regional Rail System

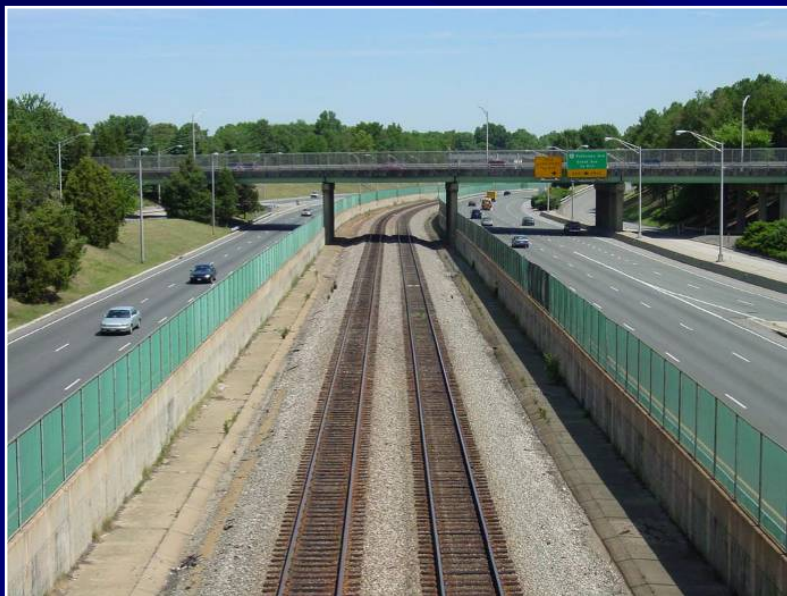


Rail Service to New Port Facilities






At-Grade Rail Crossings

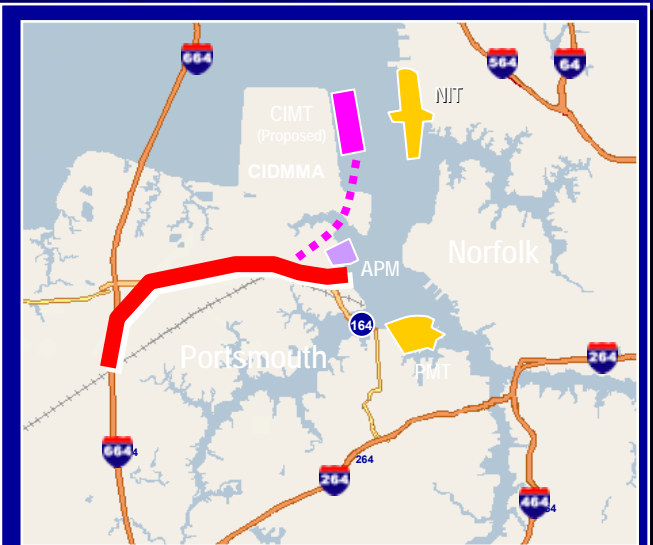




The Heartland Corridor

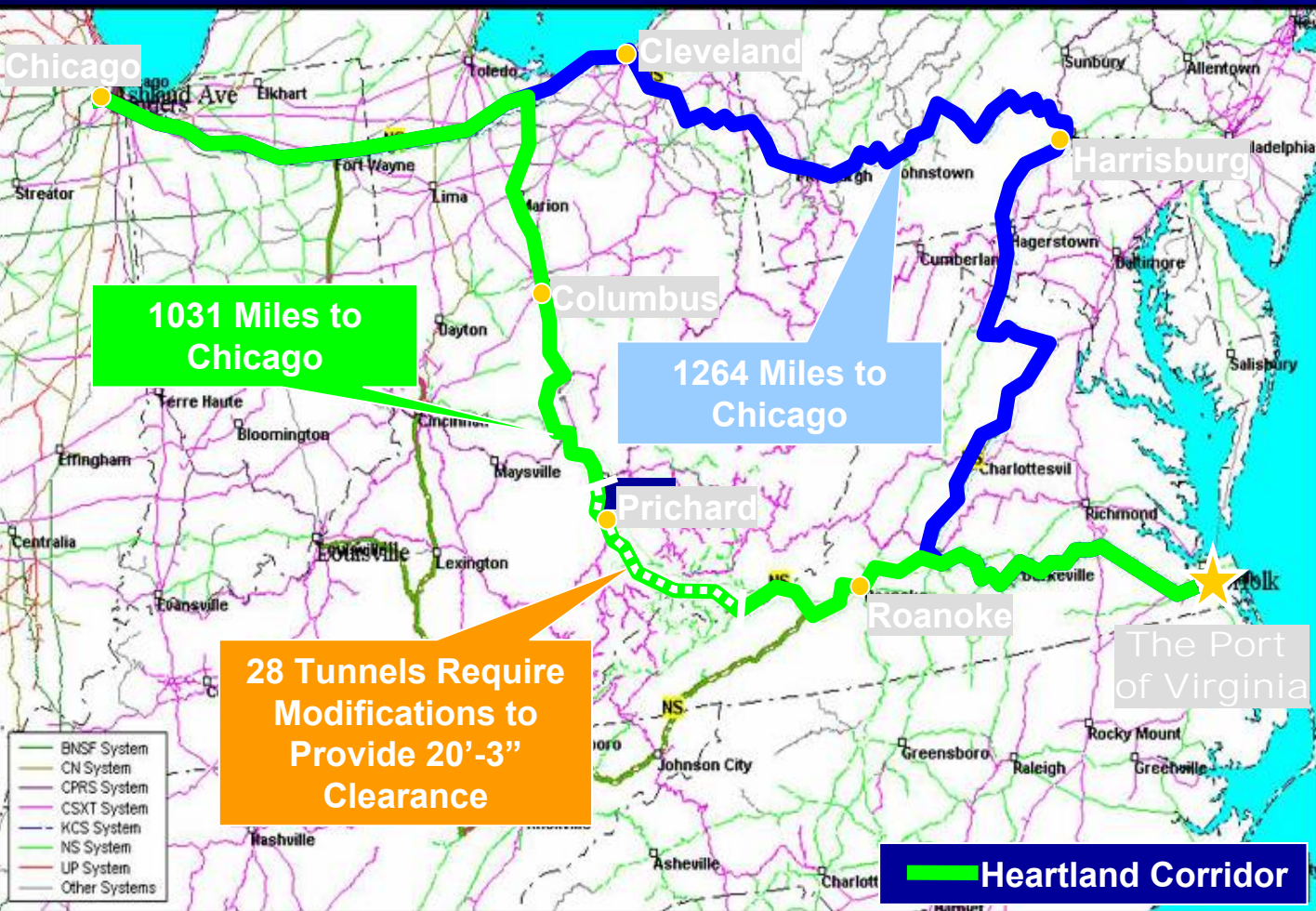
LEGEND

- 1. Central Corridor Double-Stack Initiative and Pritchard Intermodal Facility 
- 2. New Intermodal Facility 
- 3. Median Rail Project 



Median Rail Relocation Project

Improved Access to US Markets



Single Stack Trains Will Be Double Stacked

- Effectively Double the Capacity of the Train

Reduced Transportation Cost

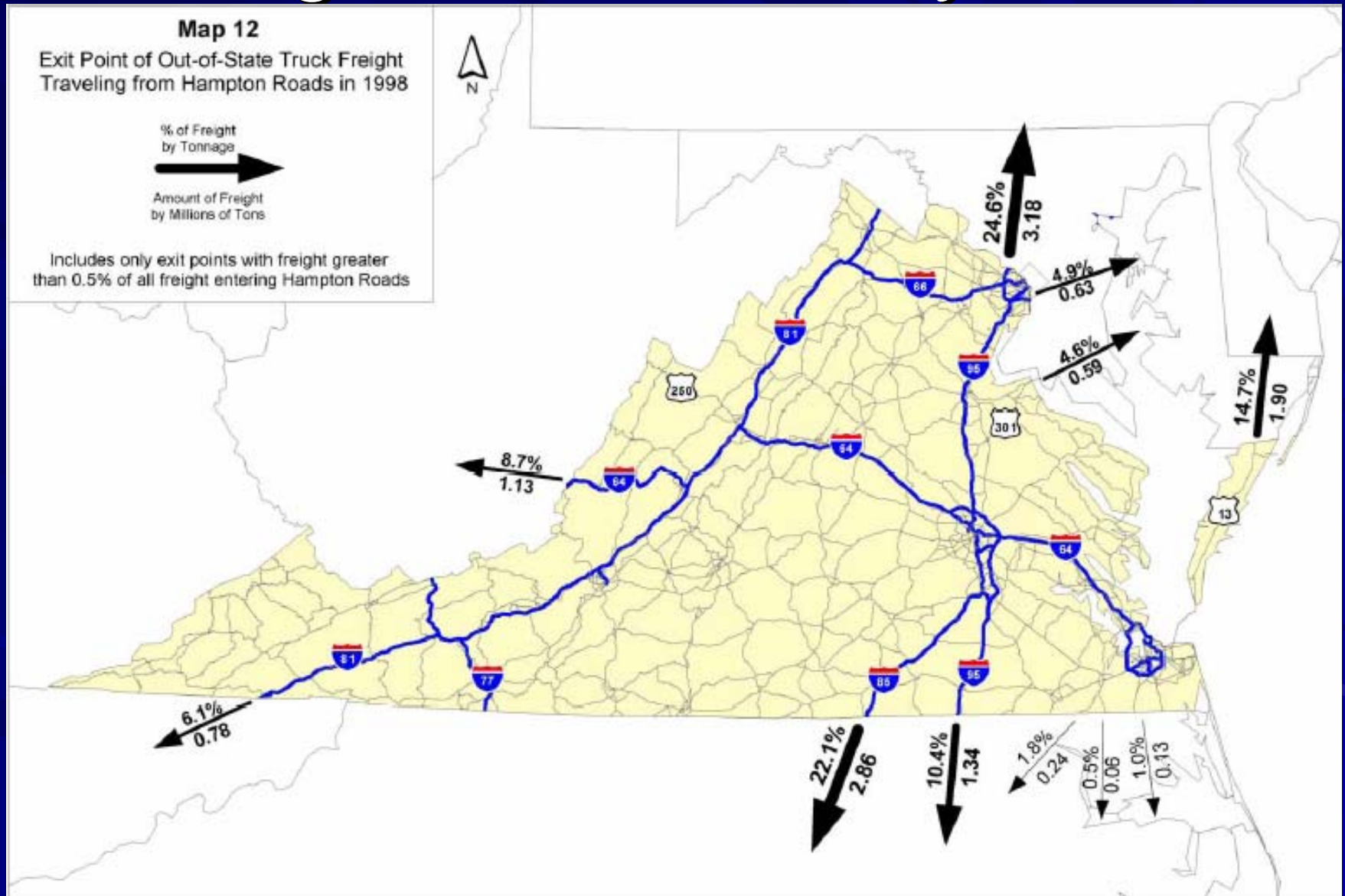
- Saves 233 Miles, Norfolk-Chicago
- Reduce Transit Time by 1-1/2 Days

New Terminal Capacity



- Intermodal Facility in Roanoke, VA
Connecting I-81 & I-64 to Heartland Corridor
- Intermodal Facility in Columbus, OH
- Intermodal Facility in Pritchard, WV

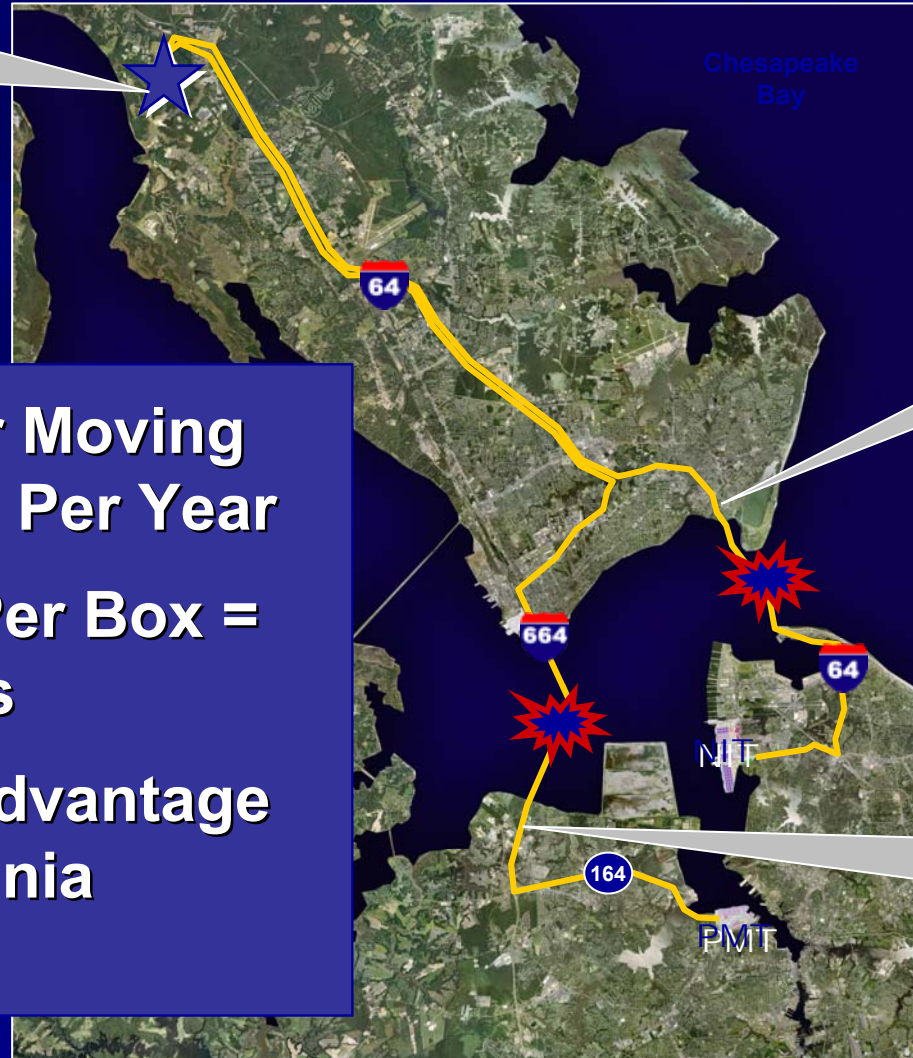
Freight Movement by Truck



Regional Traffic Delay Impacts

Large
Distribution
Center (D.C.)

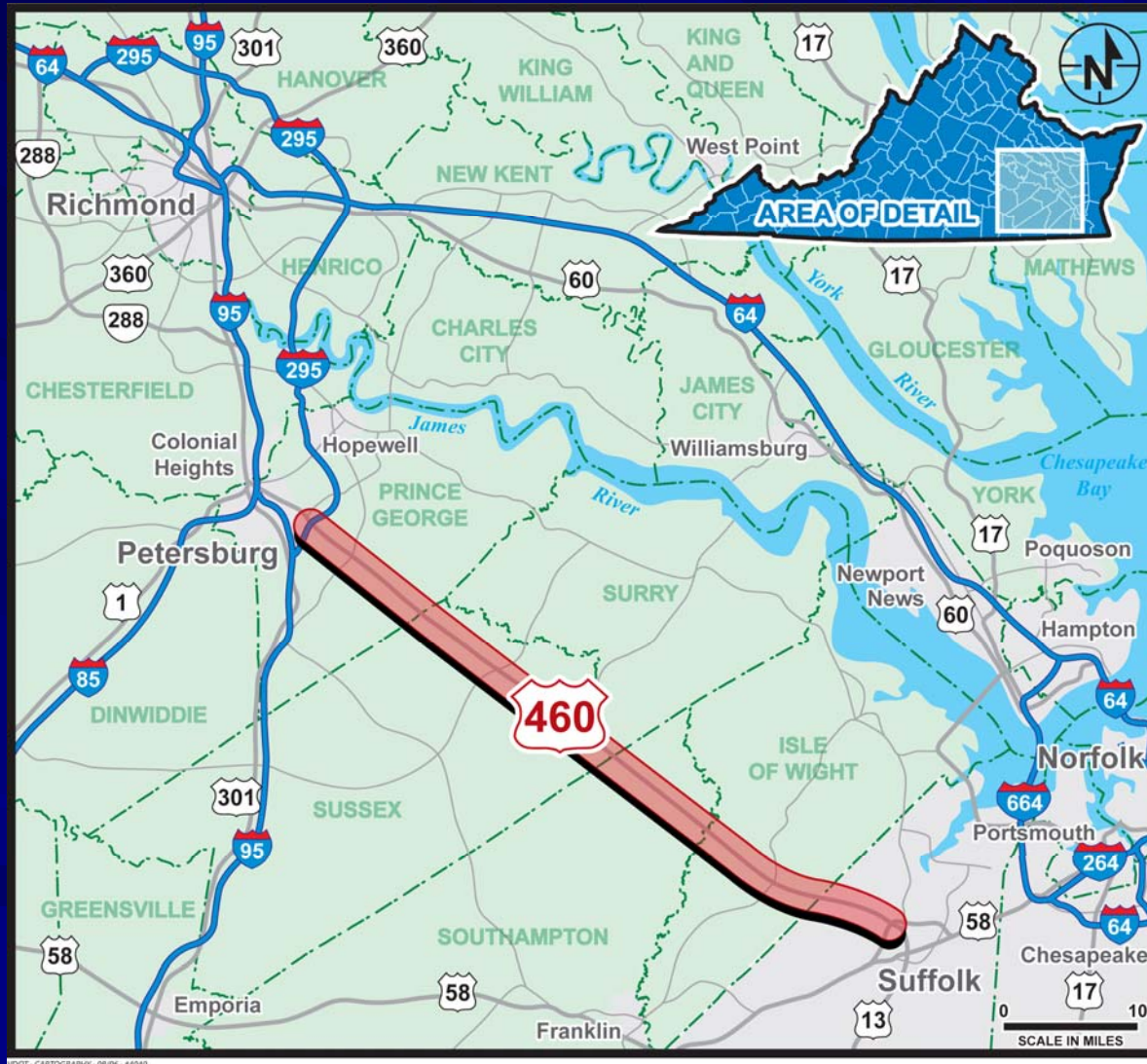
- Port Customer Moving 100,000 Boxes Per Year
- \$40 Increase Per Box = \$4 Million Loss
- Competitive Advantage of Port of Virginia Declines



NIT to D.C.
≈ 34 Miles

PMT to D.C.
≈ 40 Miles

Route 460

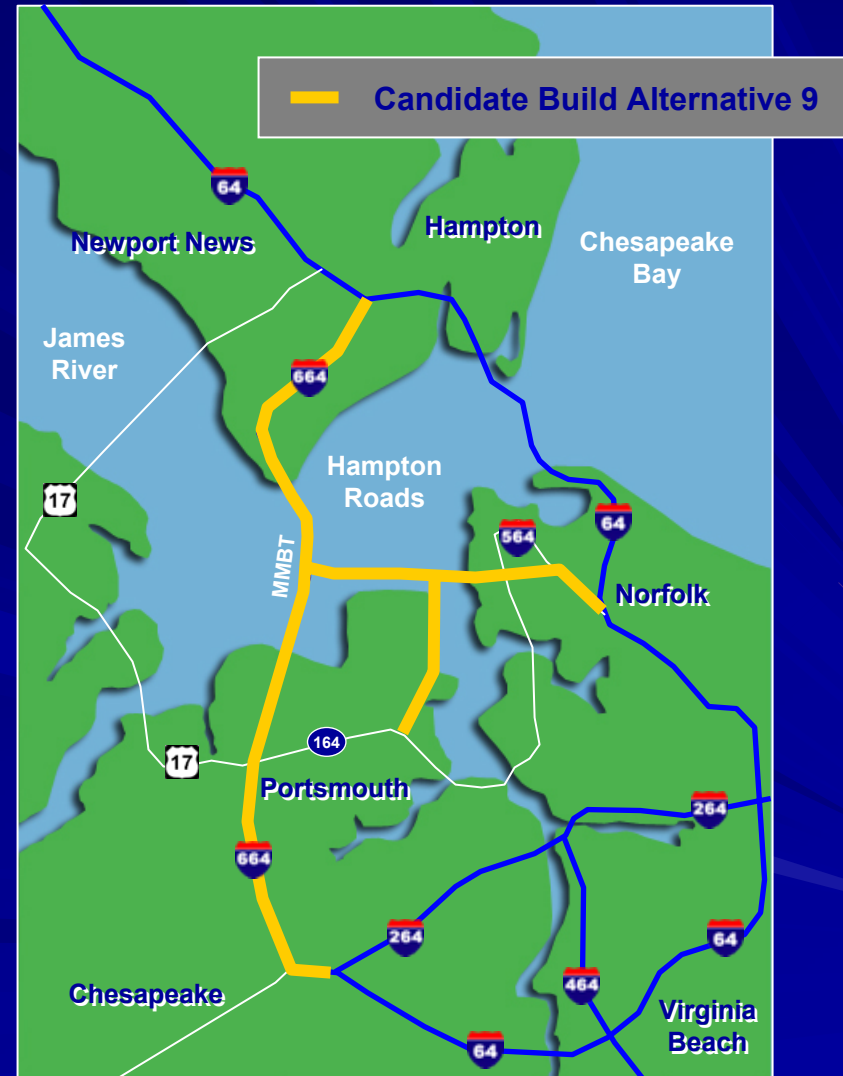


Route 460

- Construction of New Interstate-Quality Facility to provide additional mobility
- Alternate Evacuation Route
- Public-Private Partnership Proposals Solicited
- Initial planning estimate cost of \$750 million
- Tolls may support 25-50% of cost

Hampton Roads Third Crossing

- Widening I-664
- Two New Tubes Parallel to Monitor-Merrimac Bridge Tunnel (MMBT)
- Multimodal Tube for Rail from MMBT to Naval Station Norfolk
- Western Freeway Connector in Portsmouth
- I-564 Connector in Norfolk
- 17% Reduction in Regional Congestion
- No funding available



Conclusion

- Port Growth
- Rail Investments
- Route 460
- Third Crossing

Port of Virginia Transportation Issues

August 9, 2006
Pierce R. Homer
Secretary of Transportation